

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1 - 11. (Canceled)

12. (Currently Amended) Multistage transmission for an internal combustion engine comprising, a drive shaft, a driven shaft on which engaged gearwheels are arranged to achieve different gear steps, clutches arranged to be actuated via shift forks to move speed gears and to generate a frictional connection with the drive shaft, and an arrangement to effect gear change, wherein the gear pairs for the even gears and the odd gears are arranged side by side ~~in to comprise a dual clutch gear-set-like manner set,~~ and shifter shafts are operable via at least one of a common selector control system and a gearshift control system configured to implement an H-shift pattern for actuating the clutches of the even and odd gears, wherein the gearshift control system includes a gate element connected to the arrangement to effect gear change having at least one guide track, and for each of the shifter shafts a lever idler system, one end of which is coupled to the gate element and another end of which is coupled to the shifter shafts.

13. (Previously Presented) Multistage transmission as claimed in Claim 12, wherein the one end of the idler system engages the at least one guide track via a guide pin, and the another end of the idler system engages a guide groove of a bushing fixed to the shifter shafts respectively via a guide pin.

14 - 15. (Canceled)

16. (Previously Presented) Multistage transmission as claimed in Claim 12, wherein the selector control system has a lever element connected to the arrangement to effect gear change and to which the shifter shafts are coupled.

17. (Currently Amended) Multistage transmission as claimed in Claim 16, wherein ~~the~~ ends of the lever element engage, respectively, with a guide groove of a bushing fixed to the shifter shafts via a guide pin.

18. (Previously Presented) Multistage transmission as claimed in Claim 13, wherein the bushing and the selector control system form a single unit.

19. (Previously Presented) Multistage transmission as claimed in Claim 17, wherein the bushing and the selector control system form a single unit.

20. (Canceled)

21. (Currently Amended) Multistage transmission ~~as claimed in~~
~~Claim 20~~ an internal combustion engine comprising, a drive shaft, a driven shaft
on which engaged gearwheels are arranged to achieve different gear steps,
clutches arranged to be actuated via shift forks to move speed gears and to
generate a frictional connection with the drive shaft, and an arrangement to
effect gear change, wherein gear pairs for the even gears and the odd gears are
arranged side by side to comprise a dual clutch gear set, and shifter shafts are
operable via at least one of a common selector control system and a gearshift
control system configured to implement an H-shift pattern for actuating the
clutches of the even and odd gears, wherein a locking shaft is associated with
each of the shifter shafts, axially guided via the respective shifter shaft, and has
a locking structure for non-selected ones of the shift forks, and the locking shaft
includes locking pins, which ~~that~~ engage in locking grooves of shift plates of the
non-selected shift forks.